

THIS HAS BEEN A
WINTER OF MANY SNOWS

Ten "tracking" snows and several whacking snows, have fallen in the good old city of Paris (and a few other places in Kentucky) since December 14. There is an old saying that the day of the month on which the first "tracking" snow falls determines the number of heavy snows that are to fall the remainder of the winter. If that be true, we are in for four more falls of the beautiful fleecy, feathery stuff between now and the time when the ground hog lets us off from further punishment.

This has been a typical old-fashioned winter from its beginning. It has been marked by unusually high winds, by unusually heavy and numerous snows, by unusually long ice harvests, and by an unusual number of cold waves during which the mercury went near, or below, the zero mark.

A bold, robust winter, somewhat marred by the high price of coal and at one time a shortage of natural gas, but healthful for very vigorous persons, and enjoyable to many, more especially to the youngsters with sleds and young folk fond of skating. Still, there can be found a large per cent of human beings who have shivered and shook with the rigors of this winter who will "have no bones to pick" with the weather man when he throws on the lever that controls the returning summer season, and gives us some warm weather, when we can at least get out of doors once in a while without being bundled up like an Eskimo, or having our words freeze into

lumps of ice when we attempt to pass a few words of conversation on the streets with a friend.

GEE! BUT IT'S GREAT TO
HAVE MUCH MONEY.

Charlie Chaplin, the Americanized English comedian, who has coined thousands of American dollars by his eccentric style of comedy, and who has recently decided to become an American citizen, has cabled a subscription of \$150,000 to England's "win-the-war" loan, which closed in London, Friday.

Of course Charlie has a perfectly good and legal right to dispose of his money as he sees fit, but just to think of all that good American-earned coin going into the coffers of the English Army and Navy. Wonder if Chas. would subscribe that much to the country that has made him what he is? Well I vum!

RAILROADS ATTEMPT RE-
LIEF OF CAR SHORTAGE

In an attempt to relieve the transportation situation thirty leading railroads held a meeting in Washington with the interstate Commerce Commission and declared an embargo on all export shipments to the Eastern seaboard; curtailed domestic shipments east as much as possible; promised to send "empties" west in solid trainloads with right of way over all but passenger trains, and exchange car for car with their Western connections.

\$23,000,000 PAID OUT FOR
KENTUCKY TOBACCO.

Commissioner of Agriculture Mat Cohen has finished compiling reports of tobacco sales in Kentucky for the month of January, which sales with amounts, average and total price, are summarized as follows:

The 1916 Burley crop thus far marketed by growers has amounted to \$13,894,547.16, an average of \$17.56 for the crop of 76,125,949 pounds.

Sales made for dealers amount to \$4,508,949 and resales to \$771,491, a total of 1916 crop tobacco transactions for the month of \$19,174,987, or an average of \$17.40, the prices paid to farmers averaging higher than the dealers' price or resale prices.

At the same time over seven million pounds of old tobacco was marketed at an average price of \$14.80.

The report shows sucker tobacco averaging \$11.10, unfired dark tobacco at \$1.05 and dark fired tobacco at \$10.85. The Green River crop next to Burley in value brought \$1,366,851, or an average of \$11.60 for about 11,781,000 pounds.

The total transactions in all tobaccos for the month amount to over twenty-three million dollars.

Any healthy boy can tell you that most any man might be elected President of the United States, but that it takes a real hero to pitch a no-hit game.

If those Navajo Indians go on the warpath, the cost of Navajo blankets may go up.

ANOTHER CHANCE FOR
THE LANDLESS MAN.

A Texas banker has outlined a plan by which the man with no land can buy a farm by the aid of the new farm loan act. It is simply that land-owners who wish to sell accept the money that can be borrowed on the land as their first payment that can be borrowed on the land as their first payment and allow the purchaser to give a series of long-time, second mortgage notes for the balance of the purchase money. He is urging country bankers to sell on these terms.

The thing can be done. Doubtless it will be done in many cases. But it can be done only when the seller of the land can afford to wait a long time for part of his money, and when the purchaser has the sort of reputation that can be added to the second mortgage as an asset.

The new law should be of some service in enabling the man without land to get a home and possibly in helping to bring about a better distribution of the big bodies of land held by men lacking the capital to work them or simply holding on for a possible advance in prices. But it will not solve either the tenant problem or the problem of injurious speculation in land. Only a shifting of taxes from the improvements put on land to the site or social value of the land itself can do that.

Wire nets are to be used to guard the port of New York, but wireless will also be a great help.

Safest Druggists Sell E-RU-SA Pile Cure

BECAUSE it contains no opiates, no lead, no mercury, no Belladonna, no poisonous drug. All other pile medicines containing the above named harmful drugs cause piles, and the sale of same is illegal. E-RU-SA cures piles, or \$50 forfeited. For sale by

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and ARDERY DRUG CO.

(Jan30-6t-T)

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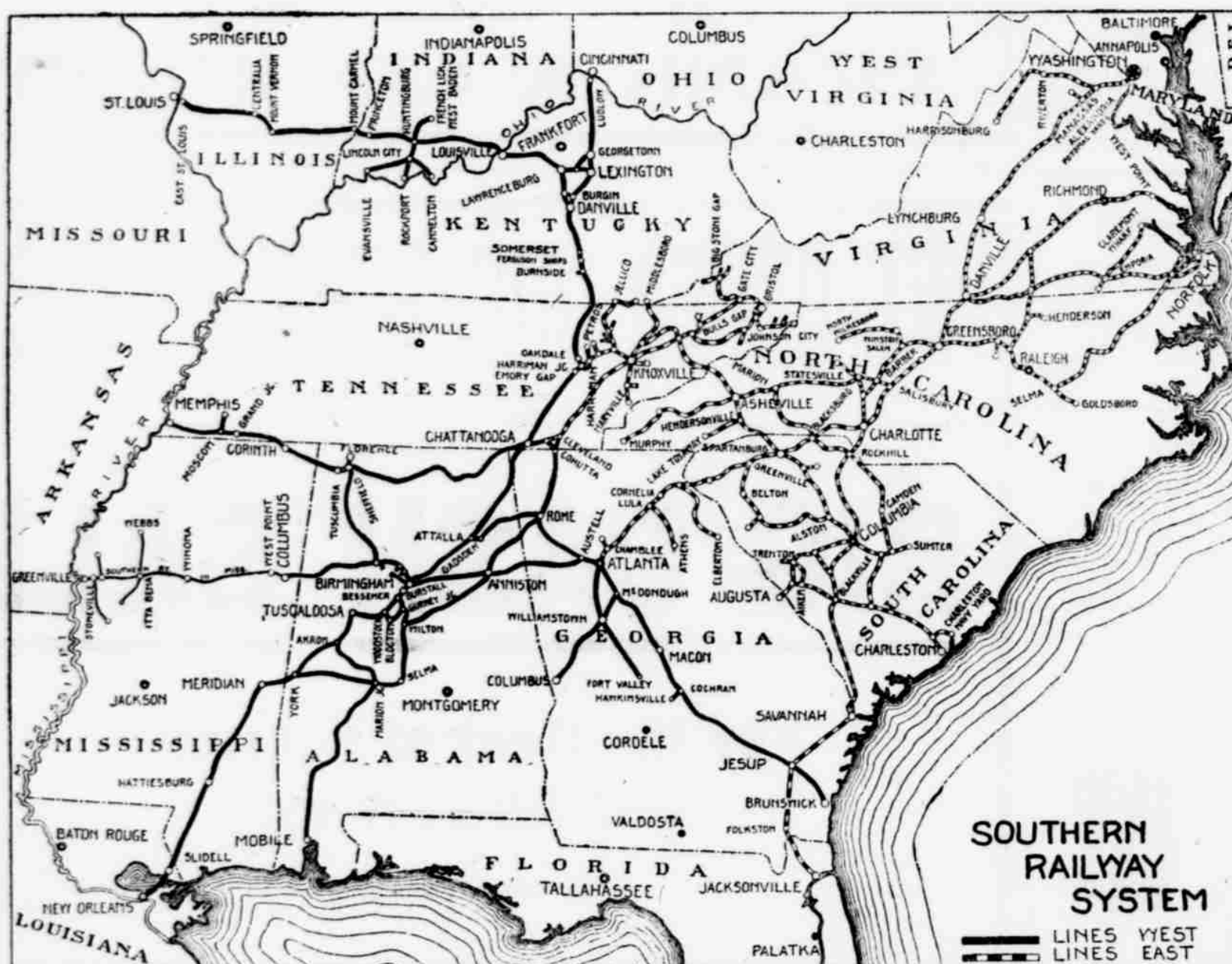
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Clothing and Shoe Dept.

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Southern Railway Company
The Cincinnati, New Orleans & Texas Pacific Railway Company
Alabama Great Southern Railroad Company
New Orleans & Northeastern Railroad Company
Harriman & Northeastern Railroad Company
Northern Alabama Railway Company



Effective January 17th, 1917, for the purposes of administration, the lines of these companies were grouped as follows:

LINES WEST

The Cincinnati, New Orleans and Texas Pacific Railway Company
Alabama Great Southern Railroad Company
New Orleans & Northeastern Railroad Company
Harriman & Northeastern Railroad Company
Northern Alabama Railway Company
and the following operating divisions of the Southern Railway Company, viz:
St. Louis Division
Louisville Division
Memphis Division
Atlanta Division
Columbus Division
Birmingham Division
Mobile Division

LINES EAST

The following operating divisions of the Southern Railway Company, viz:
Washington Division
Appalachia Division
Columbia Division
Charlotte Division
Nashville Division
Knoxville Division
Norfolk Division
Charleston Division
Winston-Salem Division
Danville Division
Asheville Division
Spartanburg Division
Richmond Division
Transylvania Division
Coster Division

Directly serving the following named states:

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Florida
Georgia
Indiana
Kentucky
Louisiana
Mississippi
Missouri
North Carolina
Ohio
South Carolina
Tennessee
Virginia
District of Columbia

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H. W. Miller, Vice-President, Resident Executive Officer, Atlanta, Ga.
Lincoln Green, Vice-President, in Charge of Traffic, Lines East, Washington, D. C.
Horace Baker, General Manager, Lines West, Cincinnati, Ohio
W. H. Forester, General Manager, Lines East, Charlotte, N. C.

G. P. Biles, Freight Traffic Manager, Cincinnati, Ohio
W. H. Taylor, Passenger Traffic Manager, Washington, D. C.
W. A. Beckler, Passenger Traffic Manager, Cincinnati, Ohio
Randall Clifton, Freight Traffic Manager, Washington, D. C.
E. H. Shaw, Freight Traffic Manager, Atlanta, Ga.
E. T. Steele, Freight Traffic Manager, Birmingham, Ala.
H. C. King, Passenger and Ticket Agent, 118 East Main St., Lexington, Ky.
J. P. Tocher, Division Freight Agent, Nunn Bldg., Lexington, Ky.

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